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**CITY OF CHICAGO, VILLAGE OF EVERGREEN PARK TAKE LEGAL ACTION AGAINST CSX
TRANSPORTATION, INC. FOR BLOCKING GRADE CROSSINGS IN VIOLATION OF FEDERAL
MANDATE**

*Governments petition federal agency to sanction, monitor CSX for repeated and sustained
violations that have negatively impacted local residents, public safety*

Chicago Mayor Rahm Emanuel and Alderman Matt O'Shea today announced that the City of Chicago and Village of Evergreen Park have taken legal action against CSX Transportation, Inc. for repeatedly blocking grade crossings – the intersections of railway lines and roads – along the Elsdon railroad line in violation of federally imposed requirements. The legal action seeks sanctions against CSX and relief for residents, and is a result of substantial work on the issue by Mayor Emanuel, Alderman O'Shea, State Representative Kelly Burke, State Representative Fran Hurley and State Senator Bill Cunningham.

“Ever since CSX secured the right to operate on this track, residents have told us that trains along the Elsdon Line routinely cause lengthy delays that not only inconvenience residents but threaten public safety by blocking access to area hospitals,” said Mayor Emanuel. “My administration has been working closely with Alderman O'Shea and other local elected officials to hold the railroad accountable for their repeated violations in order to bring relief to the local community.”

The City of Chicago and Village of Evergreen Park have filed a petition with the Surface Transportation Board (STB), the federal agency that reviews proposed railroad mergers and resolves railroad rate and service disputes, in order to remedy the serious harmful effects created by CSX's operations along the Elsdon Line. The petition seeks a number of potential

remedies, including: the imposition of sanctions, including fines; continued monitoring; and additional auditing.

“For the past three years, we have tried to work cooperatively with CSX to address the many public safety and quality of life issues their takeover of the Elsdon line created for our community,” said Alderman O’Shea. “Unfortunately, we have very little to show for that effort and are now forced to take more serious action.”

Residents have complained that CSX trains frequently block at grade crossings for significant periods of time, including during rush hour, despite binding conditions imposed by the STB intended to avoid this occurrence. Particularly of concern are at-grade crossing blockages along 95th Street in Evergreen Park, which impede access to two major hospitals: Little Company of Mary and Advocate Christ Medical Center, which is one of the very few major trauma centers on the south side of Chicago.

"I am hopeful that the STB will intervene and offer some relief to our residents who deal with these problems on a very regular basis," said State Representative Hurley.

State Representative Burke noted that residents of Chicago, Evergreen Park and surrounding communities have had to deal with the delays and disruptions for over two years. "The delays are intolerable and I thank the City of Chicago and the Village of Evergreen Park for working together to fight CSX and get relief for our residents," said State Representative Burke.

"For too long, CSX has ignored their own promises to operate a safe and efficient rail line in our community," said State Senator Cunningham, who represents both Evergreen Park and Mount Greenwood. "The legal action taken today demonstrates that Chicago and Evergreen Park will do everything possible to hold CSX accountable for their neglect."

In 2013, CSX acquired the rights to operate on the Elsdon Line, which transverses the far southwest side of Chicago, the Village of Evergreen Park and other area communities. As part of the STB’s authorization allowing CSX to acquire and exercise its operating rights, the STB created requirements that would alleviate the impact of grade crossing blockages. For example, the railroad is required to break trains into two parts when a blockage is expected to exceed ten minutes, and the railroad is also required to submit quarterly reports to the STB to report on its compliance.

However, CSX has not been in compliance with these federal requirements. A legal review of CSX’s quarterly reports indicates that the railroad has admitted that it has not fully complied with the 2013 requirements as a condition of its receiving approval to operate on this line. In fact, the railroad has cut only one train over the past three years.

Precedent exists for the Board to impose significant penalties on CSX. For instance, in a 2007 case against Canadian National Railroad in connection with its operations in the Chicago area, STB fined the railroad \$250,000 for violating obligations similar to those binding CSX.

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